

a bolt securing said fixed pulley half to the end portion of the crankshaft, said bolt threadingly engaged with a female screw portion formed within an interior portion of the end portion of the crankshaft.

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2. The V-belt transmission according to claim 1, further comprising:
a plurality of cooling fins provided on the fixed pulley half; and
an outside air inlet port arranged laterally opposite said plurality of cooling fins.

3. The V-belt transmission according to claim 1, wherein the female screw portion is arranged in a position axially inward of the drive end of the crankshaft and the fixed pulley half.

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~~4. The V-belt transmission according to claim 1, wherein the female screw portion is arranged in a position axially inward of the drive end of the crankshaft and the fixed pulley half.~~

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5. The V-belt transmission according to claim 1, wherein the crankshaft includes a plurality of molded crank pins formed integrally with the crankshaft.

6. The V-belt transmission according to claim 5, wherein an open edge of the end portion of the crankshaft with the female screw formed has a chamfered, tapered edge.

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7. The V-belt transmission according to claim 2, further comprising:

a short sleeve;

a ramp plate; and

a long sleeve, wherein the short sleeve abuttingly engages the drive end of the crankshaft and the long sleeve and the short sleeve sandwich the ramp plate therebetween.

8. (Amended) A V-belt transmission comprising:

a crankshaft having a drive end;

a rear wheel drive section;

a driving pulley operatively connected to said crankshaft;

and a driven pulley operatively connected to the rear wheel drive section of said transmission;

a V-belt arranged between said driving pulley and said driven pulley, wherein said driving pulley includes a fixed pulley half fixed to an end portion of the crankshaft and an axially movable pulley half supported on the crankshaft in a position laterally opposite to the fixed pulley half; and

a bolt securing said fixed pulley half to the end portion of the crankshaft, said bolt threadingly engaged with a bolt hole formed within an interior portion of the end portion of the crankshaft.

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9. The V-belt transmission according to claim 8, wherein a driving force is transmitted from said driving pulley to said driven pulley.

10. The V-belt transmission according to claim 9, wherein the driving force is transmitted from said driven shaft to an axle via a counter shaft and a plurality of transmission gears.

11. The V-belt transmission according to claim 8, wherein the driven pulley is supported on the driven shaft through a centrifugal clutch.

12. The V-belt transmission according to claim 11, further comprising a transmission chamber formed in a rear portion of the transmission.

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13. The V-belt transmission according to claim 8, wherein the bolt hole is formed in an end face of a left shaft portion of the crankshaft, the bolt hole having a depth of about half of a length of the left shaft portion.

14. The V-belt transmission according to claim 13, wherein the bolt hole includes a left unthreaded portion, a central female thread portion, and a right unthreaded portion.

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15. The V-belt transmission according to claim 14, wherein the central female thread portion is sandwiched between the left unthreaded portion and the right unthreaded portion, and a plurality of male threads from the bolt securingly engage the central female thread portion.

16. The V-belt transmission according to claim 8, further comprising:
a plurality of cooling fins provided on the fixed pulley half; and
an outside air inlet port arranged laterally opposite said plurality of cooling fins.

17. The V-belt transmission according to claim 8, wherein the crankshaft includes a plurality of molded crank pins formed integrally with the crankshaft.

18. The V-belt transmission according to claim 15, wherein either of the left unthreaded portion or the right unthreaded portion includes an open, chamfered edge at the end portion of the crankshaft.